



**APPROVED  
SUMMARIZED MINUTES**

**CITY OF SCOTTSDALE  
TRANSPORTATION COMMISSION  
REGULAR MEETING**

**THURSDAY, SEPTEMBER 20, 2018**

**KIVA – CITY HALL  
3939 N. DRINKWATER BOULEVARD  
SCOTTSDALE, AZ 85251**

**1. CALL TO ORDER**

Chair called the regular meeting of the Scottsdale Transportation Commission to order at 5:15 p.m. Vice Chair Graham welcomed new Commissioner B. Kent Lall. Paul Basha, Transportation Director, also welcomed Commissioner Lall and provided a brief background of Commissioner Lall's impressive credentials. Commissioner Lall introduced himself and thanked everyone for the welcome.

**2. ROLL CALL**

**PRESENT:** Barry Graham, Vice Chair  
Don Anderson  
George Ertel  
Renee Higgs  
Pamela Iacovo  
Michael Kuzel  
B. Kent Lall

**STAFF:** Paul Basha, Transportation Director  
Lisa Johnson, Transportation Planning and Transit Operations Manager  
Susan Conklu

**GUESTS:** Jason Harrington, Harrington Planning & Design

**3. PUBLIC COMMENT**

Chair invited public comments.

#### **4. APPROVAL OF MINUTES**

Commissioner made corrections to the study session minutes.

Commissioner identified references to autonomous vehicle delivery starting at Fry's located at McDowell and 77th Street, Area Code 85257 and noted that no date was mentioned. He asked whether a date is known. Mr. Basha said the service has already begun and is being operated with drivers in autonomous vehicles currently. There is not yet an exact date for when the vehicles will become entirely autonomous, but is expected later in the calendar year.

- Study Session of the Transportation Commission – August 16, 2018
- Regular Meeting of the Transportation Commission – August 16, 2018

COMMISSIONER ERTEL MOVED TO APPROVE THE STUDY SESSION MINUTES OF AUGUST 16, 2018 AS AMENDED AND THE REGULAR MEETING MINUTES OF THE TRANSPORTATION COMMISSION ON AUGUST 16, 2018 AS PRESENTED. COMMISSIONER KUZEL SECONDED THE MOTION, WHICH CARRIED 7-0 WITH, VICE-CHAIR GRAHAM, COMMISSIONERS ANDERSON, ERTEL, HIGGS, IACOVO, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

#### **5. ELECTION OF OFFICERS**

Vice Chair called for a motion to nominate a Chair and Vice Chair.

COMMISSIONER ERTEL MOVED TO NOMINATE VICE CHAIR GRAHAM FOR CHAIR AND COMMISSIONER IACOVO FOR VICE CHAIR. COMMISSIONER HIGGS SECONDED THE MOTION, WHICH CARRIED 7-0 WITH, VICE-CHAIR GRAHAM, COMMISSIONERS ANDERSON, ERTEL, HIGGS, IACOVO, KUZEL AND LALL VOTING IN THE AFFIRMATIVE WITH NO DISSENTING VOTES.

#### **6. BUS AND TROLLEY ROUTE MODIFICATIONS**

Paul Basha, Transportation Director, stated that the modifications are effective as of October 22nd. For bus routes, generally north/south routes are operated by Valley Metro and east/west routes are operated by the City of Phoenix. The removal of the Priest Drive Route is the only change to bus service in the area south of McDonald. In the portion from McKellips to McDonald, Route 56 no longer exists. Bus Route 72 was originally at 10 minute service between Scottsdale Fashion Square and Tempe Transit Center. The service has been changed to 20 minutes at this portion. The changes are due to low and declining ridership.

Commissioner asked about coordination of schedules between Valley Metro and City of Phoenix. Mr. Basha confirmed coordination between all member agencies with meetings held throughout the year to discuss schedule operations and related issues.

Mr. Basha reviewed two changes in the area north of Shea Boulevard, including the Shea east/west route and the Hayden Road north/south route. Shea Boulevard now terminates at 90th Street at the transit center roundabout. The Hayden Road route continues north at the roundabout at Mustang Transit Center, north to Desert Cove east, south on 94th Street, west on Shea, and south on 90th Street to Pima Road.

Mr. Basha clarified that the Old Town Trolley uses an actual trolley vehicle and will continue to be called a trolley. The other routes, traditionally referred to as trolley routes are actually busses and going forward will no longer be referred to as trolleys. Their new name is under discussion. The new routes eliminate many turns and redundancies. New routes include 68th Street and Camelback, which become the Miller/Hayden route. The Mustang route will now be on the same alignment, serving the same streets as the previous Hayden Route.

The new routes are cost-neutral, including the Mustang route. Four routes converge at the Mustang Transit Center roundabout. Two routes will be making U-turns at the roundabout; however Valley Metro informed the City that they were unable to accommodate a U-turn around the roundabout at Hayden Road. Valley Metro will be observing the other buses as they navigate the U-turn over the next six months and may revisit the possibility in the future. Valley Metro's elongated, around-the-corner maneuver adds seven minutes of travel time on the route during off-peak times at an annual cost of \$22,000.

Chair commented that the City paid its vendors to ensure that buses of that size could negotiate these types of turns. Mr. Basha concurred. The City and Valley Metro are negotiating and collaborating to find a solution, however the current route is solidified until at least April of 2019 and likely through October of 2019.

In response to a Commissioner question, Mr. Basha confirmed that the extension will include stops that service riders. In response to another question, Mr. Basha explained that Valley Metro's concerns stem from negotiating the U-turn from the bus pull-out.

Commissioner suggested the possibility of moving the pull-out farther back. Mr. Basha confirmed that Valley Metro had suggested relocation of the pull-out. The City expended considerable funds to place the pull-out and believes the operation is safe and appropriate.

In response to a question from Chair, Mr. Basha stated that the builder did not provide a warranty or a guarantee to cover this type of circumstance. The design was according to standards, guidelines and City review and approval.

Commissioner described his first experience using the Downtown Trolley and suggested that the drivers be more tourist friendly in their interactions. Recorded messages might be helpful in regards to prominent stops. Lisa Johnson, Transportation Planning and Transit Operations Manager stated that the City is currently working with the Region to install a new Computer Aided Dispatch (CAD) Automatic Vehicle Locator System (AVL) system through a company called Clever Devices.

Mr. Basha noted that the Downtown Trolley has been changed in name to the Old Town Trolley, as most people refer to the area as Old Town. In response to a question from Chair, Mr. Basha stated that the decision was made by the Tourism & Events Department. The new route is much more efficient at a 15 minute frequency. It no longer serves Fashion Square, as the maneuver took significant time. The Trolley no longer crosses the canal on Marshall Way Bridge.

The City concurred with Valley Metro regarding retaining Express Route 514 for one more year while exploring alternatives. Valley Metro discovered that ridership from Fountain Hills into Scottsdale to Scottsdale Community College was very low. Ridership from Scottsdale Community College south on the 101 and west on McDowell is quite high. Valley Metro

contemplates serving the Fountain Hills portion of the route differently while retaining 514 from Scottsdale Community College to McDowell.

## **7. BICYCLE STATION STUDY**

Susan Conklu, Senior Transportation Planner, provided a brief background. In summer 2017 the City of Scottsdale successfully applied for Design Assistance Grant funding from the Maricopa Association of Governments (MAG) to conduct a Bicycle Station Study, including a general map of where the City would like to have bikeshare stations. The grant is funded 100 percent; the City is not required to pay the local match. MAG provides an approved consultant list and Cities choose from their list. The study brings the project to 15 percent level design concept. The original grant application focused on having Grid bikeshare stations. By the time the grant was received and the contract underway, dockless bikes were showing up in the City. It was decided that the study be more flexible and look at all types of bike parking needs. The City contracted with Harrington Planning & Design and Y2K Engineering.

Jason Harrington, Harrington Planning & Design, discussed the study, noting it is a 15 percent concept, which works through the big picture issues. Goals include identifying 25-30 site locations (eventually settled on 27 recommended sites). The project area is Indian Bend Wash in the north, City of Tempe to the south, City of Phoenix to the west and Pima to the east. Another component of the study looks at the development of a station; what it is, how it functions, what are the components, amenities and elements?

The project began in January and the following aspects have been accomplished: Data collection, data analysis, development of a project assessment (PA) document. Completion is expected in late October. The station elements have been broken into small, medium and large scale stations, identified as Tier 1, 2 and 3. The tiers accommodate 10, 20 or 30 bikes, whether private ownership or bikeshare. Sites were chosen by the footprint of existing conditions. Actual user metrics will provide insight on whether sites should grow or shrink.

There is an effort to create an consistent theme. It is also important that the locations connect to existing transportation networks. Core site elements include: Bike rack, stable surface, wayfinding panel or element to create connectivity to other stations and destinations. Supporting the core elements are additional features: Seating, litter bins, shade feature, lighting, potential locations for vendor kiosks, space defining element, repair station, advertisement panel to assist with maintaining the sites. Harrington Planning & Design is in the process of finalizing the report and the station elements, including size. There will be a recommendation in terms of priority, budget and implementation schedule. Once the final study is submitted to MAG, the firm's scope of services will be complete. They will present final recommendations to the Parks & Recreation Commission in November.

Commissioner inquired as to consultation with the two active bike companies in regards to the study. Mr. Harrington confirmed that the design team has reached out to both operators in order to obtain metrics on deployments and other information. He described their information as, "nebulous and self-generated" in terms of metrics. No data was received from Ofo. LimeBikes has provided limited information. There is an effort to work with Scottsdale planning staff to ensure that policies being refined in the City are consistent with the infrastructure design. Current policy allows only five bikes of a given vendor in a certain area.

Commissioner asked about the capacity on buses and light rail to accommodate riders who wish to bring their bikes. Mr. Basha stated that the City allows bike parking adjacent to shelters and bus stops. All buses accommodate bicycle parking on the vehicles themselves. Light rail also has bike parking inside the cars.

Vice Chair commented that security and maintenance were not identified as additional station features. She encouraged conversations with the Scottsdale Police Department in terms of participation to assist with security. Mr. Harrington stated that placement is based on high visibility, usually within the right-of-way or places where roadway conditions facilitate police observation.

Commissioner commented regarding the challenges of parking in Downtown Scottsdale. He recommended an approach which also considers factors that will occur in the next 20 years.

Commissioner suggested tying the look and feel of the bike stations to the wayfinding trail program which was presented to the Commission last year.

## **8. SALES TAX POTENTIAL PROJECTS**

Mr. Basha that the Sales Tax election will be included in the November 6th ballot. The initiative is a one-tenth of a percent increase in the Transaction Privilege and Use Tax for a ten-year period specifically for transportation purposes. The last election to raise funds occurred three years ago and included a property tax supported bond. Six questions were included, four of which were turned down by voters and two passing: Pavement replacement and fire station questions. The results of the four losing questions were very close.

Funds from the new initiative would be used to fund the Arterial Life Cycle Program (ALCP). Thirty percent of funding will come directly from the sales tax. The remaining 70 percent of funding will come from the ALCP, which is funded by MAG. A half-cent sales tax is collected by Scottsdale and provided to MAG. A portion of the funds are returned to Scottsdale for City projects. In 1985, residents of Maricopa County approved a 20-year 0.50 sales tax administered by MAG. These funds were specifically designated for freeway improvement projects with limited funds for only basic transit service improvements. County residents extended the tax in 2004 at the same percentage for an additional 20 years. The purpose was three-fold: Freeway system, arterial street system and thirdly, transit. During this time, State Routes 101 and 202 were constructed, as were portions of State Route 303. There were also improvements to I-10, I-17 and State Route 51.

The 2004 transit system tax funded the light rail system in part as well as bus improvements in part throughout the Valley. The 2004 tax expires in 2025 and is the focus of attention for the City of Scottsdale election sales tax. The local sales tax is intended to provide the City of Scottsdale contribution to projects that will also have 70 percent contribution from MAG. The Proposition requires accountability in several respects. These life cycle programs require annual budgeting, balancing revenues and expenditures with audits to ensure proper use. There are three separate accounts: Arterial Life Cycle Program, Freeway Life Cycle Program and Transit Life Cycle Program. The Proposition pamphlet specifically states that funds cannot be transferred between the three separate programs. Funds may be transferred between individual projects in each program. The proposition requires a process to approve and modify projects.

There are five individual public hearings, including:

- Arterial Life Cycle Program Projects Technical Committee
- Transportation Review Committee
- Management Committee
- Transportation Committee
- Regional Council

The Regional Council consists of elected representatives from each of the 32 member agencies. The Transportation Review Committee also has representatives from all the agencies, including Lisa Johnson. The Management Committee is primarily staffed by city managers and assistant city managers from the agencies. Mr. Basha is the representative of the City of Scottsdale and chaired the committee for the past year. Any change from the ALCP must pass through these five bodies, with the final determination of changes to be made by the Regional Council.

Commissioner shared an understanding that in terms of freeways, major funding contributions come from the federal government. He asked whether the City is responsible on its own for freeway funding. Mr. Basha confirmed that federal funds are also administered by MAG and these funds are included in the program. Scottsdale is responsible for a local contribution for a federal grant. Typically the local contribution is less than 30 percent.

Commissioner inquired as to whether there is a percentage of sale tax designated for each entity. Mr. Basha acknowledged that he does not know the answer to this question, however he believes there is such a designated percentage.

Commissioner referred to the five review committees and said there may be costs associated with each process. He asked Mr. Basha to choose one and then discuss the value it adds to the process. Mr. Basha explained that the primary reason for the process is because the legislation requires it. The approval of the tax included this process to ensure oversight and that the funds were used properly and administered in a very public manner.

Mr. Basha stated that within the 2004 publicity pamphlet, there was only one specifically identified Scottsdale project, the underpass for Miller Road at State Route 101, identified as Loop 101. He reviewed tax rates in Maricopa County. Cave Creek is the highest at 3 percent. Scottsdale is close to the bottom at 1.65 percent. Scottsdale's tax would increase to 1.75 percent, if the sale tax election passes. Only four cities in Maricopa County have sales taxes specifically dedicated to transportation. Of these, Scottsdale's rate is the lowest. The current rate of two-tenths of a percent is permanent and would increase to three-tenths of a percent if the sales tax election passes (only lasting ten years).

He reviewed arterial daily vehicle-miles-traveled per person for Arizona cities. Prior to 1998, the daily average in Scottsdale was substantially higher than the highest rate in 101 metropolitan areas in the United States. The average dropped dramatically upon construction, but remains at the highest levels for metropolitan areas in the United States.

Commissioner asked if Scottsdale has a higher proportion of arterials to freeways compared to other cities. Mr. Basha acknowledged that he only has anecdotal information on this, but affirmed that the City of Scottsdale has fewer freeways than other cities, such as Los Angeles and Phoenix. Scottsdale also has a less developed grid system than Phoenix, Mesa or Tempe. Much of the city is also rural, large lot residential with fairly long travel distances.

Mr. Basha stated that the City's transportation needs are estimated at half a billion dollars. In terms of the ALCP program for the upcoming nine years, the City is requesting from \$170 million from MAG. To receive these funds, the City must contribute \$70 million. City Council suggested the one-tenth of a percent, believing that it would generate \$70 million over ten years. More recent projections indicate that the total generated will increase to \$13 million per year towards the end of the ten-year period. The funds would address the 77 projects identified in the ALCP. The sales tax election does not specifically identify any projects.

Mr. Basha stated that the average volume of traffic on Scottsdale's most congested arterials is 120 percent of capacity currently. Without the funds for the ALCP, this average will rise to 180 percent. If the projects are constructed, the average will return to 120 percent. Currently, one arterial is over 140 percent of capacity. Without the ALCP, in 2035, there will be 11 arterials with more than 40 percent over capacity. With the program, there will be only one over 140 percent. He elaborated in detail the projected congestion on the City's arterials and how the ALCP program will affect this.

Commissioner asked why the City did not request a greater increase. Mr. Basha stated that City Council made the decision for the voters to consider the one-tenth of a percent sales tax for ten years after much deliberation with the CIP Program Subcommittee. There was discussion of a \$450 million property tax increase supporting bonds. The proposal included all departments, not just transportation. City Council decided that this amount was too much to request of voters, especially considering that the last three transportation bond elections failed. The Councilmember who proposed the sales tax increase wanted to ensure it would be enough to generate the funds for the City's 30 percent contribution. Council wants the measure to pass and the City to spend the money wisely in order to be able to have consideration for a bond election in the future, after gaining the public's trust and proving the value of the sales tax increase.

Mr. Basha reviewed the list of highest volume to capacity street segments and those that will become the highest volume streets if improvements are not made. Also reviewed were changes in operation (average delays experienced by vehicles) at cited interchanges with and without the ALCP. With the ALCP, a 43 percent average reduction in delays is projected.

Commissioner commented that all the scenarios discussed are made with the assumption that residents are still traveling by the same modes and methods years from now. He noted that earlier in the year, there was a presentation about autonomous vehicles and that the modeling is based on current conditions as opposed to anticipated conditions. Mr. Basha concurred, adding that the impacts of autonomous vehicles and ride share programs are currently being debated throughout the country. Generally speaking, most transportation professionals believe that automobile ownership will decline with increase in autonomous vehicles and rideshare, however automobile travel will increase.

Commissioner referred to the slide which indicates that most increased volumes in the future will be in the northern part of the city and asked for an explanation. Mr. Basha said that the dominant area of the city for new development is the northern region. Redevelopment in the southern area will also generate traffic increases.

Vice Chair shared the understanding that Scottsdale is nearly built out in terms of residential properties and is close to reaching population capacity. If true, the question is where the traffic in the north will be coming from or going to. Mr. Basha stated that the current population is 220,000 to 230,000. The ultimate population is estimated to become approximately 300,000.

Build-out is estimated to be in 2030. He noted that one-third of the City is preserve land where there will be no development.

Vice Chair referred to the materials, which stated that without the tax funding, Hayden Road and State Route 101 peak times were 29 seconds and 136 seconds. With the tax funding, the times would be reduced to 21 seconds and 104 seconds.

Vice Chair questioned if there is a way to determine the cost per second per construction dollar associated with the location. Mr. Basha said over 40 years, he has seen attempts to identify incremental costs in comparison to benefits, but these are all estimates. In his opinion, the magnitude of error is great; such efforts are not scientific enough to be truly beneficial.

Vice Chair inquired about prioritization of the locations. Mr. Basha confirmed that the presentation lists projects in priority order. The Commission reviewed the prioritization approximately a year ago. The data comes from a consultant hired by MAG to examine Freeway 101 between Raintree Drive and Hayden Road. The consultant considered several alternatives for improvements. The analysis included detailed delay estimations.

Mr. Basha reviewed arterial segments in terms of volume to capacity ratio. With the program, the highest capacity is at 140 percent, whereas without the program, the highest capacity is 235 percent. Specific to Shea Boulevard, there are ten individual projects between State Route 101 and 136th Street. The intent is to combine all ten into one project. It was determined that the planned improvements were not very beneficial and that what is actually needed are improvements to the parallel roads of Cactus, Mountain View and Via Linda, which will divert traffic from Shea.

Chair referred to the, “possible,” plan and asked if the City would still construct the extension of Union Hills to connect to the perimeter. Mr. Basha confirmed that they would still extend the perimeter to connect to Union Hills. Chair asked for confirmation that this would be funded by the sales tax dollars, should the voters approve the tax. Mr. Basha stated that it would be funded, however he clarified that the sales tax election question does not identify specific projects. The purpose of the sales tax increase is to fund the Scottsdale contribution for the ALCP.

Chair commented that a commission was set up to oversee the 2015 bond funds. He asked whether a commission would also be formed to oversee the new funds. Mr. Basha said this has been discussed by City Council and they intend to either continue the oversight committee or create a new one.

Vice Chair asked for confirmation that there is \$170 million at stake in the ALCP that expires in 2025. Mr. Basha confirmed the understanding, adding that if there is no funding source by 2020, MAG has indicated they will remove the Scottsdale projects and offer the \$170 million to other public agencies.

Vice Chair asked when the tax collection would begin, should the measure pass in November. Mr. Basha stated his understanding that it would begin January 1st of 2019.

In response to a question from Vice Chair, Mr. Basha confirmed that the current plan is in the ALCP for the Legacy Boulevard project. The “possible” plan is not included in the ALCP. The program and identified projects are determined ten years into the future with the understanding that priorities, actual alignments, descriptions and scopes are likely to change. This type of



modification have occurred frequently in the life of the program since 1985. Vice Chair recalled that Legacy Boulevard used to be known as Center Drive. She was involved in the original study that said Center Drive should run from Hayden to Pima Road in 2006.

## **9. OTHER TRANSPORTATION PROJECTS AND PROGRAM STATUS**

- **Traffic circles versus roundabouts**

Mr. Basha summarized the differences between traffic circles and roundabouts. Traffic circles are small. One exists at 70th and Oak Street as well as 68th Street and Cholla Road. They are intended to reduce traffic volume and speed and are typically located on residential streets. Roundabouts are much larger. Their purpose is to avoid having a traffic signal. They are typically located between arterials and sometimes between arterials and collectors. The Mustang roundabout is two lanes in some areas, one lane in other areas. There are also bus pull-outs. Roundabouts are an efficiency device, while traffic circles are an inefficiency device. Traffic circles are intended to cause congestion and force people to drive slower.

He addressed Rio Verde Drive, which is the site of a current construction project being funded and constructed by a private developer. It is referred to as Rio Verde Drive east of Alma School Parkway and Dynamite Boulevard west of Alma School Parkway. It includes two roundabouts. Located in the far northern portion of the City, two roundabouts are planned at 118th Street and 122nd Street. The design for 118th has been approved with the design for 122nd Street expected to be approved in the next two to three weeks. Construction will begin in the next two months. 118th Street does not currently exist, but will be constructed by another private developer for one-half mile. It currently terminates at Ranch Gate Road. 122nd Street is the exclusive entrance into Scottsdale National Golf Club. A traffic signal warrant analysis was performed for the driveway as well as a traffic signal analysis for 118th Street. It was determined that traffic signals would be warranted at both locations. The policy is to install roundabouts, unless an analysis proves that a traffic signal is superior. Roundabouts were determined to be superior and will be constructed. There is considerable controversy with the roundabouts. People who live east of Scottsdale in unincorporated Maricopa County are very concerned about the roundabouts. They have approached the City as well as the County Board of Supervisors requesting that the roundabouts not be constructed. The comments seem to demonstrate a lack of understanding between traffic circles and roundabouts.

Commissioner was glad there was a focus on the 118th Street roundabout, even before 118th Street was constructed. Typically, a roundabout requires a larger area than a traffic signal. Once the development occurs, it is nearly impossible to create a roundabout. He suggested that at some point in the future, the Director provide information to the Commission regarding a mini-roundabout, which may be a better alternative to traffic circles.

Mr. Basha clarified that the private developer is constructing Dynamite Boulevard full width from 116th Street to 128th Street. They are constructing it as one lane per direction major arterial. Dynamite Boulevard was originally intended to be three lanes per direction and was limited to four lanes in total by the current Transportation Master Plan, however the department and the Commission recommended one lane per direction. The private developer is constructing one lane per direction, because that is all that is necessary at this time. They are also constructing one wide bike lane in each direction. The fire department requires 20 feet of pavement on either side of the median. What is to be constructed is a 12 foot motor vehicle lane and an 8 foot bike lane. The design vehicle used for the project is large four-door pickup truck towing a six-horse

trailer. Some residents in the area own horses and the intent was to accommodate typical vehicles in the area. The private developer hired a consultant to accommodate the design vehicle making left turns and U-turns in the roundabout. Unfortunately, approximately ten days ago, there was a fatal collision on Dynamite Boulevard east of 128th Street. The collision occurred because a trailer attempted a U-turn on a two-lane road. An oncoming driver was killed in the collision. A roundabout will allow a safe, easy U-turn.

Mr. Basha addressed Via Linda between Hayden Road and Pima Road. The 30 year-old traffic circles have been reconstructed. Commissioner commented that the Federal Highway Administration Guide defines a mini-roundabout as less than 80 feet in diameter. Mr. Basha stated that these are about 30 feet in diameter.

- **68th Street Bridge**

Mr. Basha stated that the 68th Street Bridge was found to be in need of immediate repair. During a routine inspection, it was identified that the piers in the center of the roadway were starting to show signs of deterioration from water damage. The inner two lanes of 68th Street had to be closed. Salt River Project (SRP) owns and maintains the Arizona Canal. When the deterioration was discovered, SRP said that since the bridge was being replaced, it was also necessary to raise its elevation by approximately four inches. The City spent \$300,000 in design fees to redesign the intersection as a roundabout, because analysis showed that a roundabout would be superior to the traffic signal. SRP expressed resistance for having the roundabouts constructed at 68th and Indian School Road. When SRP directed that the elevation of the bridge had to be raised four inches, this also meant that the intersection had to be raised four inches when rebuilt. At this realization, SRP revisited the four inch requirement and eventually described it as “discretionary.” SRP then insisted that the roundabout not be constructed. The City complied. The reconstruction of 68th Street and Indian School Road is no longer planned at this time. However, it is notable that 68th Street and Indian School Road is included as a capital improvement program project to be constructed as a roundabout. The bridge will be constructed from December, 2018 through February of 2019. The Arizona Canal will be drained of water with the road to be completely closed for approximately six weeks during the period.

In response to a question from Vice Chair, Mr. Basha stated that the \$300,000 is for 30 percent design.

- **Drinkwater Bridge**

Drinkwater Boulevard is currently closed at the pedestrian bridge that crosses between City Hall and the Center for the Performing Arts. It was discovered that the bridge was deteriorating. Columns must be constructed to support the bridge. The intent is to construct a solid wall between the north and southbound lanes, raise the bridge and set it back down on a beam that supports the bridge. It is hoped that the entire bridge and structure will be reopened next April. The current plan is to allow a pedestrian structure at the north end of the bridge, to allow people to walk between City Hall and the Scottsdale Center for Performing Arts. It is not certain if they will be able to proceed with this plan.

- **Osborn Complete Street**

Mr. Basha stated that five proposals have been received for the Osborn Complete Street project. This is a federal grant funded project with a lower percentage Scottsdale contribution. It

addresses Osborn Road south of City Hall from Scottsdale Road to Hayden Road. The primary purpose of the project is to provide bike lanes on the east side of the road. The project includes reconstructing the intersection of Miller Road and Osborn Road as a roundabout. A consultant has prepared a 30 percent concept plan which indicated that a roundabout could fit in the existing right of way. East of Miller Road is Indian Bend Wash. Currently a shared use path bridges Osborn Road but there is no connection for bikes between Osborn Road and the bridge. It is hoped that a connection can be provided.

Vice Chair asked for confirmation that there is no need for additional right-of-way for the complete street and the addition of the bike lane. Mr. Basha confirmed the understanding, noting that the lanes are able to fit in the existing right-of-way.

- **2nd Street**

Mr. Basha identified this location as Second Street south of City Hall bordering the Civic Center Library. It was predominantly a bicycle lane project. The location goes from Second Street to 75th Street with half a mile to Miller Road. At that point, Second Street continues on and becomes a cul de sac that serves a condominium complex before connecting to Indian Bend Wash. There is intended to be a shared path connection between Indian Bend Wash Path and Civic Center Plaza and farther west to Old Town. The identified portion was uninviting and narrow. The purpose of the project was to widen the path to proper standards and comply with the Americans with Disabilities Act (ADA). Striped parking spaces and proper width travel lanes were completed. There is no a center two-way left turn lane, however as traffic volumes are quite low, this is not needed. The total project cost was \$600,000. There is a now an ADA compliant ramp and landing area. To the east, the path at the cul de sac is now ten feet wide. The south side is a five-foot sidewalk. This was not changed, as there is insufficient right-of-way. The north side has a ten-foot wide path.

Commissioner referred to Osborn, suggesting connecting from the west, where neighborhoods lead into the bike lane on the west side of Hayden Road. Coming across on Osborn, the bike lane ends. In order to get to the greenbelt, one must cross from the westbound lane and cross the eastbound lane. A connection on the north side would be helpful. Mr. Basha said that this is the intention.

Commissioner cited the elimination of the two-way left turn lane and presumed that there was an effort to determine the demand for such a turn. Mr. Basha confirmed that this was examined and determined to be quite low.

## **10. PUBLIC COMMENT**

A written comment suggested charging a registration fee per bicycle to the bike companies. The fees would be used to pay for bike ramps, enforcement, liaison and City staff time. This would also prevent companies from flooding streets with multiple bikes.

## **11. COMMISSION IDENTIFICATION OF FUTURE AGENDA ITEMS**

Commissioner would like to hear about signal system operations coordination, control center and other basic information. Vice Chair stated that there was just a presentation from John Kissinger from Kimley Horn on this subject. Mr. Basha said that there was also a Commission

meeting at the Traffic Management Center a year and a half ago. As such, it is probably not timely for the entire Commission to visit the issue. The staff member in charge of traffic signal timing would be happy to meet with Commissioner. Chair suggested it should be discussed every 18 to 24 months.

Commissioner referred to Shea at 124th Street, the site of a problematic underpass. He requested to agendaize a status report. Mr. Basha acknowledged construction defects with the underpass. The contractor is being required to reconstruct.

Vice Chair suggested discussion on the design and construction expenditures for bicycle and pedestrian facilities over the past five years, including capital cost per user. Mr. Basha commented that this will be agendaized, however this is a difficult calculation, as there are no traffic counts for pedestrians and bicyclists. Also in terms of cost, widening a street includes bicycle lanes, making it difficult to distinguish the cost for the bicycle lanes. There is annual funding specifically for bicycle improvements.

Mr. Basha stated that the upcoming meeting will include a Capital Improvement Program review.

## **12. ANNOUNCEMENTS**

Mr. Basha stated that the October 2nd Paths and Trails Subcommittee meeting has been cancelled. With the ending of Chair Bretz service as a designated member of the Subcommittee, the Transportation Commission needs to appoint a new Commission representative. Also, there is an at-large member vacancy on the Subcommittee, which needs to be filled by City Council.

## **13.**

With no further business to discuss, Vice Chair Iacovo moved to adjourn the meeting. Commissioner Kuzel seconded. The meeting adjourned at 9:17 p.m.

AYES: Chair Graham, Vice Chair Iacovo, Commissioners Ertel, Graham, Anderson, Ertel, Higgs, Iacovo, Kuzel and Lall.

NAYS: None

SUBMITTED BY:

eScribers, LLC

**\*Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**